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The eight separate provinces are large enough to make further subdivision possible, to meet any special preferences or needs. The boundary lines are easily determined and easily remembered. And the provinces here adopted are such that the official Weather Bureau data, which are mostly subdivided on a state basis, may easily be fitted into the scheme.

ARGENTINA AND THE ARGENTINES*

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Contrasts strongly distinguish North and South America, and among those most generally recognized in the popular mind there is none more conspicuous than the stability of self-government in the one and its instability in the other continent. The causes are racial in part; they are in a measure inheritances from distinct colonial policies; and they are also due to geographic conditions. The last are unfortunately permanent. Self-government is a hardy plant. Like wheat and oats it flourishes where there is ozone in the air and frost. Argentina is the wheat country of South America. And it is the home of that Latin American people which, in developing a truly republican government, leads among Spanish Americans.

The great valley of Chile and parts of southern Brazil, like Argentina, enjoy a temperate climate. In those selvas, pampas, and Andean valleys of the tapering tip of South America, only one-fifth of the continent in area, men may develop the combination of physical and intellectual qualities which make organizers and rulers of great states. They have energy and brilliancy as individuals, they are learning coöperation, patience, and true patriotism as nations, and there is hope that they may be able to establish popular government on a firm basis within their own dominion, and administer for humanity the vast riches of tropical South America, where that hope has proved illusory.

The highland of southern Brazil and Uruguay, stretching from Rio de Janeiro to Montevideo and from the coast to the Paraná, is an area as large as that which lies in the United States between the Great Lakes and the Gulf and the heights of the Alleghanies and the Mississippi. Outside of the great centers Rio de Janeiro and

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São Paulo, it is a forest country awaiting development. With a genial climate like that of northern Georgia, with beautiful scenery and fertile soils, it possesses every natural attraction to invite immigration. But it lacks communications, and its development waits on good government and the energizing influence of capital.

Across the Rio de la Plata from this forest land of Uruguay and Brazil stretches a totally different country, the vast pampa plain of Argentina. It has always been treeless, a vast expanse of undulating grass and shrubs, distinguished from plains in general by the absence of running waters and the multitude of shallow pools and lakelets. It is composed of the alluvium of ancient rivers, which brought fine soil and volcanic dust from the Andes and formed the fertile wheat fields of the Argentine. The area of fertile land is limited to some 200,000 square miles, not by differences of soil, but by insufficiency of rainfall. At Buenos Aires the rainfall is from forty to fifty inches; as we go west toward Cordova and Mendoza it diminishes, until about Cordova the hills present a semi-arid aspect, and near Mendoza the vineyards must be irrigated. A similar change is passed through between the Mississippi, Oklahoma, and western Kansas. But in the Argentine the climate is milder and Mendoza is the southern California of that country.

Northern Argentina includes the lowlands of the valley of the Paraguay, like those which surround the Gulf of Mexico, and uplands which are like the peninsula of Florida. Southern Argentina, comprising all of Patagonia except the strip of the Andes which belongs to Chile, is a vast sheep country where the active merino sheep thrives in the semi-arid plateaus of northern Patagonia and the long-wooled English breeds with their Scotch shepherds find a congenial home in the cold mists of Santa Cruz and Tierra del Fuego. Argentina thus ranges in climate from orange groves to moorlands like those of Scotland, and the great central wheat and grazing lands of the country are like our South Atlantic and Gulf States in climate and products.

Like other Spanish-Americans, Argentines of the colonial period sprang from the mingling of the Spanish and Indians. In different sections they developed different types according to the elements that entered into the mestizo race and the environment which determined their occupations. The northern cities, Tucuman, Cordova, Mendoza, founded by conquerors who came down from Peru and maintained by soldiers from the vice-regal forces at Lima, represented the spirit of adventure and conquest, the haughty, martial element of conservative Spain. And that is still the dominant

note of those communities. Buenos Aires, on the other hand, was settled by colonists who came with wives and children, with animals and implements for husbandry, prepared to establish agriculture and commerce. And though held back by a century of Spanish monopoly and misrule, they accomplished their purpose. From that colonial stock, augmented by immigration which in large part has remained in Buenos Aires and the rich region surrounding it, has sprung the people who have become the liberal, progressive element of the Argentine nation.

The great metropolis, Buenos Aires, with 1,300,000 inhabitants, has become the focal point of the country. Everything centers in it—commerce, the limited manufacturing industries, social life, politics, liberal education, and the arts. It has become to Argentina what Paris is to France, and as the Argentines draw their inspiration largely from French culture, Buenos Aires is strikingly French in its modern architecture and its life.

The commerce of Argentina depends upon the export of grain and meats and the importation of all manufactured goods, as well as lumber and coal. The power of the community to buy depends upon the abundance of the product they have to sell, and it is therefore of vital importance to the prosperity of the country that agriculture and grazing should be protected to the highest practicable degree against the variations of seasons. But agriculture is still carried on by very superficial and inferior methods, and the prosperity of the country is consequently liable to great fluctuations. In recent years the Government has been awake to the importance of such work as is done by the United States Department of Agriculture, and the past administration undertook the organization of an adequate force of experts in the Ministry of Agriculture. Unfortunately, that effort has been paralyzed by changes in administration and by the economies required by the present crisis.

The greatest obstacle to Argentine progress is the land question. It is a natural consequence of the colonial development which fixed upon the country the Spanish land grant system, and of the former abundance of cheap lands which individuals might easily acquire without limit, that landed estates are of enormous extent. It is extremely difficult to effect their subdivision and the establishment of the greatly needed middle class of small farmers under the Argentine laws, which unequivocally protect the property owner in his rights of possession. This is rendered even more difficult by the high prices of land, which have in recent years been produced by

land speculation. An inheritance law which provides that a man may dispose by will of not more than one-fifth of his estates and that the other four-fifths must be divided among his heirs, is slowly causing a subdivision of the estates, but the effect is in a measure offset by the tendency of families to administer the property as a common holding, and also by the extension of considerable grants and purchases to newly opened fiscal lands.

Argentina possesses extensive territories in the semi-tropical regions of the north, and also in Patagonia. These sections of the country, though open to occupation for the past twenty-five years, have developed but slowly for lack of communication. A great Argentine minister, Dr. Ezequiel Ramos-Mexia, some eight years ago took his cue from the development of the western United States through the building of railroads, and inaugurated a government policy of railroad construction, which was to have been financed by the sale of public lands, somewhat as our reclamation work has been conducted. During seven years, while serving as Minister of Agriculture and of Public Works, Dr. Ramos-Mexia carried out his purpose, and the construction of five different railroad lines was begun. Unfortunately, the natural and financial difficulties were underestimated, and the individualistic tendencies of Argentine politics, which they share with all Spanish-American peoples, brought about the resignation of the great minister and the temporary stopping of his enterprise. Nevertheless, many hundred miles of rails have been laid and that which has been accomplished will eventually be carried forward to completion.

One of the lines projected under this policy extends half way across the continent in latitude 41°, from San Antonio toward a great lake, Lago Nahuel Huapi, in the Andes, and is eventually to be built through as a transcontinental line to Valdivia on the Pacific. It will constitute the shortest possible line across South America, 600 miles in length, and will open up to communication and settlement the lake region of the Patagonian Andes, which, in extent, in climate, in beauty of scenery, and possibilities for the development of manufacturing industries by water power, compares in every respect with Switzerland. In this region a great industrial city has been laid out, and it is also proposed to establish a national park.

Under President Saenz Peña, whose death, in August 1914, was a great loss to his country, there was inaugurated a progressive movement in Argentine politics and administration. That move-

ment is now temporarily checked by adverse political influences and economic conditions. But there are strong, wide-awake statesmen, who do but await the returning wave of prosperity which the inexhaustible resources of the country will assuredly bring, and who will see to it that Argentina takes the place that is rightly hers as the leader of South American progress.

THE PUBLICATION OF THE MEMORIAL VOLUME OF THE TRANSCONTINENTAL EXCURSION OF 1912

The volume commemorating the Society's Transcontinental Excursion of 1912 has just been published. It is a quarto volume of some 400 pages containing contributions by the majority of the European guests of the Society. The papers deal with topics mainly relating to the geography of the United States. There is also an introductory article on the development of the Excursion by Professor W. M. Davis, its director, and a history of the Excursion by Professor A. P. Brigham. The papers by the European members are printed in the language of the original, either English, French, German, or Italian. The list of the twenty-six papers composing the volume, with the translation of the foreign titles, is as follows:

W. M. Davis	The Development of the Transcontinental Excursion of 1912
A. P. Brigham	History of the Excursion
G. G. Chisholm	Note on the Spelling of Place-Names, with Special Reference to the United States
G. Ricchieri	On the Subject-Matter of Geography as a Science, with Special Reference to Morphographic and Morphologic Description and Terminology (Ital.)
F. Jaeger	Remarks on the Systematic Description of Land-forms (Ger.)
H. Waldbaur	Remarks on Scarp Regions (Ger.)
O. Olufsen	Means of Transportation in Regions of Dry Climate
E. de Margerie	The Debt of Geographical Science to American Explorers
E. Wunderlich	The Geographical Bases of Interior Colonization in the United States (Ger.)
E. Brückner	The Settlement of the United States as Controlled by Climate and Climatic Oscillations
E. de Cholnoky	The Ancient Desert Peoples of North America in Their Relation to the Indigenous Mexican Civilization
F. Nussbaum	Remarks on the Location and Development of Some Cities in the Western United States (Ger.)
E. Oberhummer	American and European Cities (Ger.)
A. Demangeon	Duluth: Its Iron Mines and Its Growth (Fr.)
J. Partsch	The Northern Pacific Railway: The Geographical Conditions of Its Development and Its Activities (Ger.)